

Elmbridge parking review 2021/22: Statement of reasons

A document explaining our parking proposals and reasons for introducing them

This document sets out our proposals for new parking controls across the borough as part of our Elmbridge parking review 2021/22. The proposals are listed in electoral county division, then by town and then by drawing number.

At this stage, we are intending to introduce the restrictions and controls described in this document and associated drawings and are inviting representations to be made by the public before the final decisions are taken.

Once the proposals have been advertised, we can introduce them unchanged, make minor modifications to them before introducing them, or cancel them entirely. Any comments that lead to a requirement for major changes would usually mean cancellation of the proposal and subsequent reconsideration of it in a future parking review. This approach means that we can progress the parking review in the most efficient way thereby maximising value for our residents.

If you wish to comment, object, or support the proposals you must do so either online or in writing by the date given. This information is available on our [Parking news and updates in Elmbridge](#) webpage.

If you are unsure of the meaning or effect of a parking restriction or control that we've proposed, please refer to [Annex 1 – Explanation of restriction types](#), found towards the back of this document.

[Annex 2 – Further information](#) provides some background information about the legal and policy aspects of our work in this area.

Please do not make any comments that are not directly in response to these proposals. See [Annex 3 – General enquiries](#) for guidance.

[Annex 4 – Objections to Traffic Orders](#) explains how to make a valid objection to the proposals.

If you would like to know the existing parking restrictions in a given area, please refer to our online [parking restrictions maps](#).



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Cobham division proposals

The county councillor for this division is [David Lewis](#). We have made [drawings available on our website](#) to accompany the written description below.

Cobham

Portsmouth Road – refer to drawing J30

Introduce a permit parking scheme for properties 24-38 Portsmouth Road, consisting of one parking bay operating 'Monday-Saturday 8am-6pm permit holders (M) only'. The bay will accommodate approximately six vehicles. Key permit eligibility details (full details are listed in the draft traffic regulation order):

- Residents eligible to apply for all permit types are properties 24-38 Portsmouth Road.
- The cost for a resident permit is £80pa for the first permit, and £100pa for a second permit, and £130 for any subsequent permits issued to a household.
- The maximum number of resident permits issuable per place of abode is calculated by the number of vehicles registered to the property minus the number of off street spaces at the property.
- The maximum number of all-day resident visitor permits issuable per place of abode per year is 150, at a cost of £2 per permit. Each permit lasts all day and is specific to the registration number of a visitor's vehicle.
- The maximum number of two-hour resident visitor permits issuable per place of abode per year is 250, at a cost of £1 per permit. Each permit lasts for two hours is specific to the registration number of a visitor's vehicle.
- Permit types available within this scheme are residents, visitors, carers, childcare and operational. There are no business permits.
- Permit identifier is the letter 'M'.

Note, this scheme shares permit identifier with the scheme in Matthew Arnold Close and therefore those permit holders will be able to park here and vice versa, although naturally residents will seek parking closest to their own home.

Note, the prices and permit types detailed above and in the traffic order are based on a revised permit policy already approved by the county council's Cabinet, to be advertised on a county-wide basis around the same time as these parking review proposals.

Portsmouth Road – refer to drawing L28

Introduce a section of 'No waiting at any time' (double yellow line) in the lay-by opposite the Shell garage, from the end of the existing restrictions outside number 233, northeast, for approximately 12.3 metres.

From the north-eastern termination point of the restrictions described above, introduce a parking bay, 'Mon-Sat 8am-6pm 1hr No Return 1hr', for a length of 40 metres. This will prevent long term parking in part of the lay-by, to provide parking space to enable people to visit the local amenities.

Tilt Road and Elm Grove Road – refer to drawing L32

Introduce sections of 'No waiting at any time' (double yellow line) along Tilt Road, to prevent some vehicles from parking in order to provide space for traffic to pass in opposite directions. This is to enable safe passage of vehicles along the road. It will also reduce the likelihood of vehicles mounting the footway to pass, and therefore improve safety for people using the footway.

Introduce sections of 'No waiting at any time' (double yellow line) at the junction of Tilt Road Elm Grove Road, in order to improve sightlines, safety and access at the junction.

Green Lane – refer to drawing M28

Introduce sections of 'No waiting at any time' (double yellow line), at the junction with Fairmile Lane, and opposite Ashcroft Park, in order to improve sightlines, safety and access at the junctions.

Sandy Lane – refer to drawing N28

Introduce section of 'No waiting Monday-Friday 8am-6pm' (single yellow line) in the layby nearly opposite Lytton Park. This is required to prevent vehicles parking here and thereby preventing use of the layby for school coaches to pick up and set down passengers.

Sandy Lane – refer to drawings Q26 and Q27

Introduce 'No waiting at any time' (double yellow line) on both sides of the road from Roundhill Way to the junction with Warren Lane, in order to prevent obstructive parking on this road and to improve safety. The road is not a suitable, safe place for parking on street due to its width, bends, and traffic speed/volume.

East Molesey and Esher division proposals

The county councillor for this division is [Steve Bax](#). We have made [drawings available on our website](#) to accompany the written description below.

East Molesey

Graburn Way – refer to drawing S03

Introduce 'No waiting at any time' (double yellow line) on one side of the road in-between existing restrictions. This will prevent the current situation where vehicles sometimes park on both sides partially on the footway and in doing so cause obstruction to the footways and carriageway. To improve safety and access.

School Road and Challoners Close – refer to drawing S05

Introduce a permit parking area covering School Road and Challoners Close, operating 'Monday-Saturday 8am-6pm permit holders 'P' only', and including some shared use parking bays operating 'Monday-Saturday 8am-6pm permit holders 'P' or 2 hours no return within 2 hours'. The bays will accommodate approximately four vehicles.

Key permit eligibility details (full details are listed in the draft traffic regulation order):

- Residents eligible to apply for all permit types are those occupying any residential address in School Road, and Challoners Close.
- The cost for a resident permit is £80pa for the first permit, and £100pa for a second permit, and £130 for any subsequent permits issued to a household.
- The maximum number of resident permits issuable per place of abode is calculated by the number of vehicles registered to the property minus the number of off street spaces at the property.
- The maximum number of all-day resident visitor permits issuable per place of abode per year is 150, at a cost of £2 per permit. Each permit lasts all day and is specific to the registration number of a visitor's vehicle.
- The maximum number of two-hour resident visitor permits issuable per place of abode per year is 250, at a cost of £1 per permit. Each permit lasts for two hours is specific to the registration number of a visitor's vehicle.
- Permit types available within this scheme are residents, visitors, carers, childcare and operational. There are no business permits.
- Permit identifier is the letter 'P'.

Matham Road – refer to drawing S06

Revoke without replacement the traffic order for 'Parking Mon-Sat 8.30am-6.30pm 1hr No Return 1hr' (parking bays). The parking bays have never been marked on site since the orders were made approximately 12 years ago, and there have been no requests for them to be installed so it seems logical to revoke the traffic order.

St Mary's Road – refer to drawing S06

Introduce a 'No Stopping Mon-Fri 8.15am-9.15am and 2.30pm-4pm Children Keep Clear' (zig-zag) on the road outside Sapphires Nursey School, for a length of 25.5 metres. This is proposed in order to prevent parking near to the access to the nursey and improve awareness of the access, thereby improving safety.

Esher

Portsmouth Road – refer to drawing N24

On the eastern side of the road, introduce sections of 'No waiting at any time' (double yellow line), in order to prevent parking which obstructs sightlines for motorists exiting the countryside estate and joining the high speed Portsmouth Road.

West End Lane, near the Princess Alice Hospice – refer to drawing O17

Introduce a section of 'No waiting at any time' (double yellow line) on the western side of the road, in the 'gap' in between existing restrictions opposite the access to the Princess Alice Hospice, a length of approximately 35 metres. This is proposed in order to remove obstructive parking and improve safety and traffic flow at the location.

West End Lane, access to 26-32a – refer to drawing O18

Introduce a section of 'No waiting at any time' (double yellow line) for a distance of approximately 15 metres on the western side of the road, across the access to 26-32a West End Lane, in order to improve sightlines, safety and access at the location.

Esher Green – refer to drawing Q16

Vehicles loading/unloading goods whilst parked on the road adjacent to Pizza Express have been causing traffic to build up at the traffic lights due to obstruction on the nearside lane, significantly reducing capacity of the junction. We have a duty to minimise congestion on our network, so it is proposed to introduce a peak time loading ban at this location: 'No Loading Everyday 7am-10am and 4pm-7pm'.

In addition to this, two sections of 'No waiting at any time' (double yellow line) are proposed on the northern side, one of which is to replace a section of 'Parking Mon-Sat 9am-7pm Permit Holders (Esher Green CPZ) Only' parking bay outside number 16. These amendments are made to the traffic order so as to match the existing on-site extents of parking restrictions.

Bracondale – refer to drawing Q19

Revoke section of 'No Waiting Mon-Fri 10am-Noon' (single yellow line) on the western side of Bracondale from where they start near the junction with Milbourne Lane, north, for a distance of approximately 44 metres, and replace with 'No waiting at any time' (double yellow line).

On the eastern side of the road, in the turning area, revoke section of 'No Waiting Mon-Fri 10am-Noon' (single yellow line) and replace with 'No waiting at any time' (double yellow line), over a length of approximately 22.5 metres.

This proposal is made in order to prevent people parking their cars on both sides of the road at times, and preventing access along the road and turning at the end. To maintain safety.

Copsem Lane – refer to drawing Q19

On the eastern side of the road, extend the existing 'No waiting at any time' (double yellow line), south, for a length of 40 metres for safety reasons. South bound vehicles passing parked vehicles at this location could enter the path of north bound vehicles in the recently extended right turn lane.

Hersham division proposals

The county councillor for this division is [John O'Reilly](#). We have made [drawings available on our website](#) to accompany the written description below.

Hersham

Mayfield Road – refer to drawing J15

Opposite 27 Mayfield Road:

- Revoke 10.9 metre section of existing 'Parking Mon-Fri 8am-9.30am permit holders only, 9.30am-Noon permit holders or 2hr no return 1hr' (parking bay), and replace with 'No Waiting Mon-Fri 8am-Noon' in order to allow space for vehicle to access the gully which regularly blocks at this location and requires frequent maintenance so as to prevent localised flooding.
- Revoke the final 5.5 metre section of existing 'Parking Mon-Fri 8am-Noon Paid for parking Max stay 4hrs', (one parking space) plus a one metre section of 'No Waiting Mon-Fri 8am-Noon', and replace with 'Parking Mon-Fri 8am-9.30am permit holders only, 9.30am-Noon permit holders or 2hr no return 1hr' (parking bay).
- The overall effect of the above changes will be the loss of one permit parking space and one paid for parking space.

Green Lane, Green Lane Avenue – refer to drawing K18

Revoke 'No waiting at any time' (double yellow line) at the junction which exists on the traffic order but was never implemented.

Trenchard Close, Queensway South – refer to drawing L17

Introduce sections of 'No waiting at any time' (double yellow line) around the junction of Trenchard Close with itself, and the junction of Trenchard Close and Queensway South. In order to improve sightlines, safety and access at the junctions.

Queens Road – refer to drawing L17

In order to support traffic calming along the road by creating a 'chicane effect' by allowing some parking in strategic locations, it is proposed to revoke some existing sections of 'No waiting at any time' (double yellow line), and replace with unrestricted parking bays:

- for a length of 5 metres in front of 13a Queens Road,
- for a length of 10 metres opposite the western end of Cavendish House,
- for a length of 15 metres, starting from a point 11 metres east of the junction with Queens Road (spur road for the Day Centre).

Avondale Close – refer to drawing L18

Revoke length of 'No waiting at any time' (double yellow line), from in line with the boundary of 2/4, norther, around the turning head and then south ending at the top of the raker kerb at the far side of the driveway of number 1. To allow space for residents and visitors to park.

Burwood Road, Vaux Crescent, Burwood Close – refer to drawing L18

In order to slow traffic and remove obstructive parking which takes place on the footway on the south side of Burwood Road, it is proposed to formalise parking by marking bays on the carriageway, with sections of 'No waiting at any time' (double yellow line) in between to allow space for larger vehicles to pull in and give way as necessary.

To improve access to local facilities, it is proposed to introduce 'Parking Mon-Sat 8am-6pm 2hrs No Return 2hrs' (parking bays):

- for a distance of 30.8 metres, from the end of the existing double yellow lines near the war memorial,
- for a distance of 15 metres outside 1 and 3 Burwood Road.
- for a distance of 30 metres outside the western frontage of the Vicarage and the eastern frontage of the church grounds,
- for a distance of 15 metres in front of the eastern end of the church.

Introduce a disabled parking bay 'Parking At Any Time Blue Badge Holders Only 3hrs No Return 1hr' at the end point of the final bay described above, in order to improve access to the church for those with limited mobility.

Introduce 'No waiting at any time' (double yellow line) from the end point of the disabled parking bay described above, west to a point in line with the eastern building line of 47 Burwood Road, including into side junctions:

- Vaux Crescent, for a distance of approximately 17 metres into the road, and
- Burwood Close, for a distance of approximately 10 metres into the road.

These sections of double yellow line are proposed in order to prevent parking on the footway, which is too narrow to park on without causing an obstruction to people wishing to use the footway, and to improve sightlines, safety and access at the junctions.

On the northern side of Burwood Road, introduce an unrestricted parking bay, from the end of the existing double yellow lines opposite 9a, west, to a point a metre before the driveway of number 2. This is to encourage motorists to park fully on the road, as opposed to partially on the footway, so as to slow traffic and allow unobstructed access to the footway for users of that infrastructure.

On the northern side of Burwood Road, from the end of the existing double yellow lines outside the Lilliput Children's Centre, introduce 'No waiting at any time' (double yellow line), east to meet the existing double yellow lines near the mini roundabout at the junction with Queens Road, revoking a section of existing 'No Waiting Mon-Sat 8am-6pm' (single yellow line) along that length. This proposal is made in order to prevent the parking 'switching sides' and to convert existing single yellow line to double yellow to enable a reduction in traffic signage (street clutter) and ongoing maintenance.

Rydens Grove, Molesey Road – refer to drawing M16

Parking on the eastern side of Molesey Road often obstructs access to the driveways of residents in this part of the road, and it is therefore recommended to introduce 'No waiting at any time' (double yellow line) from the boundary of 132/130, south to meet the existing restrictions outside 124.

Parking south of the shops on the western side of the road narrows causes an obstruction to the footway and narrows the road near the pedestrian crossing island. Parking further north restricts visibility for motorists existing the junction of Rydens Grove and prevents temporary parking (loading/unloading) by vehicles that need to make deliveries. Therefore, it is proposed to introduce 'No waiting at any time' (double yellow line) in between the existing restrictions.

In order to improve parking opportunities for visitors to the local shops, it is proposed to introduce 'Parking Mon-Sat 8am-6.30pm 1hr No Return 1hr" on both sides Rydens Grove near to the Molesey Road junction, which will provide space for about six cars.

Pratts Lane – refer to drawing M17

Parking on the verge at the entrance to Pratts Lane is damaging the kerb and grass, and causing obstruction to the road which is a well-used access to the recreation ground. Introduce sections of 'No waiting at any time' (double yellow line) in order to improve safety and access along the road.

Thrupps Lane, Mole Road, Green Lane, Havers Avenue – refer to drawing M18

Introduce sections of 'No waiting at any time' (double yellow line) around these junctions, in order to improve sightlines, safety and access.

Hinchley Wood, Claygate and Oxshott division proposals

The county councillor for this division is [Mark Sugden](#). We have made [drawings available on our website](#) to accompany the written description below.

Claygate

The Avenue – refer to drawing T18

Introduce 'No waiting at any time' (double yellow line) from the junction with Oaken Lane, west, to cover the driveways of the first properties on the northern and southern side of the road respectively. This proposal is made to improve sightlines and safety for motorists at the junction.

Dalmore Avenue – refer to drawing U20

Introduce sections of 'No waiting at any time' (double yellow line) on one:

- the western side of Dalmore Avenue from the existing restrictions near the junction with Fawcus Close, south, to the boundary of 18/16.
- the eastern side of Dalmore Avenue, from the end of the current restrictions at the southern end of the road, north to a point 3 metres past the driveway of number 11.

Proposals are made for safety reasons to prevent scope for parking on both sides of the road simultaneously which causes obstruction for service vehicles as well as general traffic at times.

Hinchley Wood

Manor Road North – refer to drawing U13

Introduce 'No waiting at any time' (double yellow line) on the western side of the road from the dropped kerb at 65 Manor Road North, south, covering the accesses to Fernwood Place, Priors Wood, and 59 Manor Road North, a distance of approximately 35 metres. This proposal is made to improve sightlines and safety for motorists exiting Fernwood Place and Priors Wood.

Oxshott

High Street, Steels Lane, Oakshade Road – refer to drawing S30

Revoke existing 'No Waiting Mon-Sat 8am-6.30pm' (single yellow line) on the western side of High Street from its northern end point, south (including the extents in Steels Lane) to a point approximately 10 metres into Oakshade Road, and replace with 'No waiting at any time' (double yellow line) except for at the lay-by. This restriction will prevent parking on Oakshade near the junction with High Street, improving sightlines and access at the location. The proposal will also help simplify the restrictions and remove 'sign clutter', which will improve the street scene, and reduce ongoing costs for sign maintenance.

In the lay-by revoke existing 'No Waiting Mon-Sat 8am-6.30pm' (single yellow line) and replace with 'Parking At Any Time Blue Badge Holders Only 3hrs No Return 1hr' (parking bay) at the northern end, and 'Parking Mon-Sat 8am-Noon Goods vehicles loading only And Parking Mon-Sat Noon-6pm 30mins no return 2hrs' at the southern end. This proposal is made in order to improve compliance over the existing single yellow line restriction so that the space is available for use by delivery vehicles during their delivery windows, so that the shops may be serviced in the area and delivery vehicles do not have to load/unload whilst being parked on the busy and relatively narrow High Street. Out of the delivery window, the space will be available for short term parking by shopper/visitors. The disabled parking bay is proposed in order to provide space for blue badge holders to park near to the shops.

Remove the existing advisory disabled parking bays on Steels Lane near the access to Midgarth Close and instead introduce two 'Parking Mon-Sat 8am-6pm 30mins No Return 30mins' (parking bays). The existing advisory disabled bays are not in a useful location for people with limited mobility and are not well used, therefore it would be better to allow this area to be made available for general use parking.

The Dittons division proposals

The county councillor for this division is [Nick Darby](#). We have made [drawings available on our website](#) to accompany the written description below.

Esher

Ember Lane, Chestnut Avenue – refer to drawing S10

Introduce 'No waiting at any time' (double yellow line):

- on the north side of Ember Lane from the boundary of 117 and 119, east and then round the inside of bend, north, to finish opposite the boundary of 112 and 114,
- on the south side of Ember Lane from the boundary of 88 and 90, east and then round into Chestnut Avenue, ending approximately 10 past the end of the existing single yellow line, and
- on the east side of Ember Lane from the boundary of 112 and 114, south and into Chestnut Avenue, ending approximately 10 past the end of the existing single yellow line.

Revoke all of the existing 'No Waiting Mon-Fri 8am-9.30am and 2.30pm-4pm' (single yellow line) at this location.

A Road Safety Audit has recommended the double yellow lines on the bend as parked vehicles could prevent large vehicles from negotiating the bend and traffic islands and inhibit sight lines, it has also recommended the introduction of double yellow lines in Chestnut Avenue so parked vehicles do not obstruct the visibility of pedestrians wishing to cross the junction.

Thames Ditton

Summer Road, Warwick Gardens – refer to drawing U06

Introduce 'No waiting at any time' (double yellow line) on both sides of Summer Road, from the railway line, south, to meet the existing restrictions at the junction with Aragon Avenue, leaving gaps as follows:

- In line with the northern building line of 21/22 Warwick Gardens, south for a distance of 25 metres,
- A 10 metre section outside the rear of 3 Wolsey Avenue,
- A 10 metre section outside 148/146 Summer Road,
- A 10 metre section outside 144/142 Summer Road.

This proposal is in order to remove parking which obstructs sightlines around the bends along Summer Road, and causes potential conflict between vehicles passing in either direction. Some space for parking has been retained in order to provide a traffic calming effect and minimise displacement.

In Warwick Gardens, increase the length of the existing double yellow lines outside numbers 9/10 by 4 metres so as to approach the recessed parking area. To improve sightlines for motorists exiting Warwick Gardens (spur).

Speer Road, Warwick Road – refer to drawing U07

Introduce 'No waiting at any time' (double yellow line) at the junction, for a distance of approximately 10 metres in each direction, to improve sightlines, safety and access at the junction.

Introduce 'No waiting at any time' (double yellow line) around the outside of the bend in Warwick Road for a distance of approximately 21 metres, to prevent parking here which obstructs access, and causes vehicles to over-run the footway on the inside of the bend, causing damage to the highway.

Introduce 'No waiting at any time' (double yellow line) around the turning head at the end of Warwick Road apart from a small section outside number 54. To enable vehicles to use the turning head to turn around.

Speer Road – refer to drawing U08

Introduce 'No waiting at any time' (double yellow line) around the inside of the bend outside 7 and 9 Speer Road for a distance of approximately 36 metres, to improve sightlines around the bend and improve safety.

Watts Road – refer to drawing V09

Introduce 'No waiting at any time' (double yellow line) opposite Cooper Hall for a distance of approximately 25 metres. This is proposed in order to provide better scope for vehicles to pass along Watts Road. Motorists have been driving on the footway at this location in order to get past the parked vehicles, a manoeuvre which is both illegal and dangerous.

Revoke without replacement approximately 12 metres from the northern end of the section of double yellow line opposite Linden Close. This is in order to minimise overall loss of parking capacity of the road, and even out the new and remaining 'passing places' to better manage traffic flow along the road.

Ferry Road, Portsmouth Road – refer to drawing W08

Introduce a permit parking area covering Ferry Road, operating 'Every-day 8am-8pm permit holders 'E' only'. Within this provide a free parking bay to accommodate approximately six vehicles. Key permit eligibility details (full details are listed in the draft traffic regulation order):

- Residents eligible to apply for all permit types are those occupying any residential address in Ferry Road (including any boat used as a permanent residence at a mooring with a Ferry Road address).
- The cost for a resident permit is £80pa for the first permit, and £100pa for a second permit, and £130 for any subsequent permits, issued to a household.
- The maximum number of resident permits that can be issued to a household is calculated by the number of vehicles registered to the property minus the number of off street spaces available.
- The maximum number of all-day resident visitor permits that can be issued to a household per year is 150, at a cost of £2 per permit. Each permit lasts all day and is specific to the registration number of a visitor's vehicle.
- The maximum number of two-hour resident visitor permits that can be issued to a household per year is 250, at a cost of £1 per permit. Each permit lasts for two hours is specific to the registration number of a visitor's vehicle.
- Business permits are available at the cost of £350 per permit.
- Permit types available within this scheme are residents, visitors, carers, childcare, operational (available to medical professionals), and business.
- The cost of childcare permits is calculated in line with the number of resident permits issued to the property.
- Carers and operational permits are issued free of charge.
- Permit identifier is the letter 'E', and the permit will be common to the existing area E scheme in operation in Windmill Lane, Alston Close, Howard Street, and Winters Road.

At the northern end of Ferry Road, on the eastern side extend the existing 'No waiting at any time' (double yellow line), north by about 3 metres and on the western side extend it north to the end of the road and then a short distance east. This is in order to prevent vehicles parking in front of each other at the end of the road, and to improve access to the pedestrian access to the river.

Introduce 'No waiting at any time' (double yellow line), on the eastern side of Ferry Road, from the southern boundary of 1 Imworth Cottages, south, to the junction with Portsmouth Road, revoking around 14 metres of existing 'No Waiting Mon-Sat 8.30am-6.30pm' over that distance. This is proposed to prevent scope for obstructive parking on the footway; it also allows a reduction in sign clutter.

Introduce 'No waiting at any time' (double yellow line), on the western side of Ferry Road, from the southern garden wall of number 1, south and round into Portsmouth Road up to the layby parking area, revoking around 35.5 metres of existing 'No Waiting Mon-Sat 8.30am-6.30pm' over that distance. This is proposed to allow vehicles to safely enter and exit the road; it also allows a reduction in sign clutter.

On Portsmouth Road introduce 'No waiting at any time' (double yellow line), in between the parking laybys outside numbers 3-5 Criterion Buildings, revoking the existing 'No Waiting Mon-Sat 8.30am-6.30pm'. There will be no change to the road markings on site as there is already a bus stop clearway which takes precedence over any single or double yellow lines, but it allows a reduction in sign clutter.

Sugden Rd, Mayfield CIs, Bankside Drv, Scott Farm CIs – refer to drawing W11

Introduce 'No waiting at any time' (double yellow line):

- Around the Mayfield Close junction, 10 metres into Mayfield Close, 10 metres west along Sugden Road, and east along Sugden Road and 12 metres round into Bankside Drive.
- In Bankside Drive on the eastern side of the road, from a point opposite the end point described above, north and then 20 metres east along Sugden Road.
- On Sugden Road across the front of St Andrews Close, for a distance of approximately 30 metres.
- On Sugden Road across the front of Surbiton Hockey Club, for a distance of approximately 22 metres.
- Around the junction of Scott Farm Close; from the dropped kerb at 45 Sugden Road, east across the driveways of 45 and 47 Sugden Road, round into Scott Farm Close across the first driveway and terminating at the dropped kerb. On the eastern side of Scott Farm Close, from the southern dropped kerb of 51 Scott Farm Close, south and then east along Sugden Road, to the end of the grass verge.

This proposal is made in order to improve sightlines, safety and access at these junctions.

Walton division proposals

The county councillor for this division is [Rachael Lake](#). We have made [drawings available on our website](#) to accompany the written description below.

Walton

High Street (refer to drawing I11)

Please note, proposals for the High Street are explained within the Walton South and Oatlands Division, as the boundary runs down the middle of the road, and the proposals lie on the western side of it which is in Walton South and Oatlands division.

Nelson Close – refer to drawing K11

Introduce 'No waiting at any time' (double yellow line) around the outside of the 'corners' of Nelson Close. Parking in-front / on the footpaths obstructs pedestrian access and prevents collection of refuse. The yellow lines at the 'opening' to Nelson Close are designed to improve access for vehicles without needing to over-run and damage the grass verge and kerbing, and to improve visibility at dropped kerb for pedestrians crossing the road here.

Ambleside Avenue and St John's Drive – refer to drawing L11

Introduce 'No waiting at any time' (double yellow line):

- On the northern side of Ambleside Avenue, between the end of the 'school keep clear' markings outside 1 Windermere Terrace, northwest, to meet the existing restrictions at the entrance to Swansmere Close.
- On the southern side of Ambleside Avenue, from the dropped kerb outside 1 Shelley Court, northwest to the far side of the dropped kerb for the garage of 1 St Johns Drive.
- On the southern side of Ambleside Avenue, from a point 15 metres northwest of the termination point of the restrictions described above, northwest and then southwest round into St Johns Drive, to a point in line with the north-eastern building line of 3/6 St Johns Drive.
- On the northern side of St Johns Drive from a point opposite the termination point of the restrictions described above, north and round into Ambleside Avenue for a distance of approximately 28 metres.

This proposal is designed to remove parking which takes place too close to the roundabout junction of Ambleside Avenue and St Johns Drive, and scope for parking around the road narrowing on Ambleside Avenue, and scope for parking on both sides of the road between the roundabout and Swansmere Close. The proposal is to improve sightlines, safety and access along the road, which is a bus route and close to a school.

Walton South and Oatlands division proposals

The county councillor for this division is [Tony Samuels](#). We have made [drawings available on our website](#) to accompany the written description below.

Walton

Cleveland Close – no drawing required

Currently, residents of Cleveland Close and numbers 77-139 Hersham Road are eligible for resident's permits to park in Cleveland Close. There is not enough capacity in Cleveland Close to accommodate all permit holders, leading to complaints from both Cleveland Close and Hersham Road residents. It is therefore proposed to remove 77-139 Hersham Road from being eligible for permits in Cleveland Close, and allow them to have permits in the rest of the Walton controlled parking zone instead (nearest roads being Halfway Green, Station Avenue, and West Grove).

High Street – refer to drawing I11

This proposal is made in order to correct the traffic order to match restrictions that are already marked on site.

Revoke existing 'Parking Every-day 8am-6pm 30mins No Return 1hr' (parking bays) outside 50a-46 High Street, and replace with 'Parking At Any Time Blue Badge Holders Only 3hrs No Return 1hr' (parking bays) over a distance of 13.2 metres.

Revoke existing 'Parking At Any Time Blue Badge Holders Only 3hrs No Return 1hr' (parking bays) outside 30-34 High Street, and replace with 'No waiting at any time' (double yellow line) over a distance of 21 metres. Note, location is currently marked with a bus stop clearway which takes precedence over any other restriction.

Wynton Grove – refer to drawing J14

Revoke 'Parking At any time, Blue badge holders only' (parking bay) outside 12 Wynton Grove, and replace with 'Parking Mon-Fri 8am-9.30am permit holders only, 9.30am-Noon permit holders or 2hr no return 1hr' (parking bay). The disabled parking bay is no longer used and therefore it is reasonable to remove it to allow other residents to park here.

Rydens Avenue – refer to drawing K13

Introduce a traffic order' to convert the existing 'No Stopping Mon - Fri 8am-5pm School Keep Clear' (zig-zag) outside Danesfield Manor Primary School from advisory to formal, allowing enforcement to take place by civil enforcement officers. This follows a road safety outside schools' visit undertaken jointly by surrey county council and the police.

Revoke a section of 'No waiting Mon-Fri 10am-11am' (single yellow line) from its western extent adjacent to the dropped kerb for 9 Rydens Avenue, east, to the end of the school keep clear marking referred to above. Note, this restriction is not marked out on site over the length of the school keep clear marking. It is proposed to remove this as it serves no useful purpose and enables the removal of unnecessary signage (street clutter).

Weybridge

Cricket Way – refer to drawing H13

Parking opposite driveways on Cricket Way makes it difficult for motorists to get in and out of driveways, and sporadic 'chicane' parking has made it difficult for refuse vehicles to gain access along the road at times. It is therefore proposed to introduce 'No waiting at any time' (double yellow line):

- On the entire southern side of the road and around the turning head.
- On the northern side of the road, introduce 'No waiting at any time' (double yellow line) from the junction with Oatlands Drive, for a distance of 20 metres into the road, in order to maintain sightlines, safety and access at the junction.
- On the northern side of the road between Magnolia cottage and opposite the access to the park.

West Molesey division proposals

The county councillor for this division is [Ernest Mallett MBE](#). We have made [drawings available on our website](#) to accompany the written description below.

West Molesey

Central Avenue – refer to drawing O06

Introduce 'No waiting at any time' (double yellow line) around the entrance to Central Park Estate, and Armadillo flooring, in order to improve sightlines and safety at the entrances.

High Street – refer to drawing P05

Extend the existing 'No Stopping Mon-Fri 8.15am-9.15am and 2.30pm-4pm School Keep Clear' (zig-zag) marking on High Street outside the northern access to Chandlers Field Primary School, south, to meet the same marking that exists outside the southern entrance. To prevent parking here which obstructs the road during school pick up and drop off times, to improve safety. Please note, this proposal is made to change the traffic order to match the existing layout on site.

Ray Road – refer to drawing P05

Revoke without replacement the existing 'No Stopping Mon-Fri 8.15am-9.15am and 2.30pm-4pm School Keep Clear' (zig-zag) outside the Molesey Adult Learning Centre. This is not a valid location at which to use this marking. Once the traffic orders have been revoked, the markings will be left to fade.

Weybridge division proposals

The county councillor for this division is [Tim Oliver](#). We have made [drawings available on our website](#) to accompany the written description below.

Weybridge

Barnes Wallis Drive, Sopwith Drive – refer to drawing B26

Revoke the existing temporary traffic order for 'No waiting at any time' (double yellow line) on these roads and replace with a permanent order for the same restriction. HGVs had been parking causing obstruction of one lane of the carriageway on Sopwith Drive, causing congestion and danger.

Portmore Park Road – refer to drawing C15

Extend existing 'No waiting at any time' (double yellow line) on the southern side of Portmore Park Road by approximately 5 meters in order to ensure vehicles can pass along the road the correct side of the traffic island.

Introduce 'No waiting at any time' (double yellow line) around the access to Heath House in order to improve sightlines and safety at the junction.

Prince's Road, Hanger Hill – refer to drawing E17

Revoke existing 'No Waiting Mon-Sat 8am-6pm' (single yellow line) around the 'triangle' at the junction of Prince's Road and Hanger Hill, and the same restrictions on the southern side of Prince's Road from the access for Princes Court, west, and then south along Hanger Hill for its entire length, and replace both with 'No waiting at any time' (double yellow line). This is in order to simplify the traffic orders and enable removal of traffic signs (street clutter).

On the northern side of Prince's Road, opposite the access for Princes Court, extend the existing restrictions by approximately 5.3 metres in a westerly direction, so that parked vehicles do not interfere with traffic proceeding in an easterly direction along the 'main section' of Princes Road.

From the termination point of the double yellow lines described above, introduce a parking bay 'Parking Mon-Sat 9am-6pm 3hrs No Return 2hrs', following concerns that the existing cricket club car park is operating over capacity, and therefore the bays are proposed in to enable access for visitors to local amenities.

Pine Grove – refer to drawing E17

Introduce 'No waiting at any time' (double yellow line):

- Opposite the access to Wentworth Dene, from the end of the existing restrictions near the junction with Hanger Hill, east, to the dropped kerb of 34 Pine Grove.
- On the southern side of Pine Grove, from the end of the existing restrictions near the junction with Hanger Hill, east, to the western boundary line of 27 Pine Grove.

These proposals are made in order to improve sightlines, safety and access at the location.

Queens Road (at Woodview Court) – refer to drawing E17

Introduce 'No waiting at any time' (double yellow line) at the access to Woodview Court, extending the existing restrictions by 13.5 metres, south. This is proposed in order to improve sightlines and safety for road users exiting Woodview Court.

Queens Road (bus stop improvements) – refer to drawing E17

A condition on planning approval for a new development at Clive House 12 to 18 Queens Road, (Application No: 2020/3256, available to view on the [Elmbridge Borough Council](#) website) was to provide for bus stop improvements in the vicinity.

For the bus stop outside 35 Queens Road:

- A kerb buildout will be constructed with suitable height to aid boarding and alighting. It is therefore proposed to revoke the existing parking bay 'Parking Mon-Sat 8am-6pm 2hrs No Return 2hrs' and replace with 'No waiting at any time' (double yellow line) over a length of approximately 14.5 metres.
- A bus stop cage with a clearway (no stopping) restriction will be marked on site which will 'supersede' the double yellow lines stated in the previous paragraph, however the double yellow lines are proposed to prevent parking overnight in this location, make it illegal to park on the footway here, and will take precedence should the bus cage ever be removed.
- In order to maintain traffic flow it is proposed to introduce 'No waiting at any time' (double yellow line) opposite 35 Queens Road, to fill the 'gap' in existing parking controls, a length of approximately 22.7 metres.

For the bus stop opposite 23 Queens Road:

- The existing kerbing adjacent to the bus stop will be replaced with kerbs of a suitable height to aid passenger boarding and alighting.
- It is proposed to extend the existing 'No waiting at any time' (double yellow line) from the current termination point opposite the boundary of 25 and 27 Queens Road, north west for a distance of approximately 27.2 metres. This will provide space for a bus to stop in the bus stop cage, plus around 8 metres of double yellow line to allow the bus to pull out.
- A bus stop cage with a clearway (no stopping) restriction will be marked on site which will 'supersede' most of the double yellow lines stated in the previous paragraph, however the double yellow lines are proposed to prevent parking overnight in this location, make it illegal to park on the footway here, and will take precedence should the bus cage ever be removed.

Please note, no traffic regulation order is required for the implementation of bus stop clearways, and their positions are indicated on the drawing provided for information only. Any public comments received about the bus stops will be considered accordingly, but there is no formal 'objection' process.

South Road – no drawing required

Planning permission has been granted for the construction of a 'car free development' at the site formerly known as the property "Wessex". It is therefore proposed to modify the traffic orders to that the new flats built at this location are made ineligible for permits within the existing permit parking scheme in South Road.

South Road – refer to drawing F17

Following receipt of a petition from residents, it is proposed to extend the hours of control of the existing permit parking scheme in South Road, from the current 'Mon-Sat 9am-6pm' to 'Every-day 8am-10pm'. This proposal is made in order to help residents park near their homes, as parking by non-residents during non-controlled hours makes it difficult to find a space at the moment.

York Road, Queens Road – refer to drawing F17

Following receipt of a petition from residents, it is proposed to provide permit holders only parking bays in part of York Road, specifically:

- A bay outside 30-40 York Road, with a length of approximately 31 metres,
- A bay outside 42/44 York Road, with a length of 10 metres,
- A bay outside 46 York Road, with a length of 10 metres.

The scheme will share a common permit identifier (ID:I) with the existing scheme in South Road, and the hours of operation will match those of South Road, which as per the above are intended to change to 'Every-day 8am-10pm'. Key permit eligibility details (full details are listed in the draft traffic regulation order):

- Residents eligible to apply for all permit types are properties 20-40 York Road.
- The cost for a resident permit is £80pa for the first permit, and £100pa for a second permit, and £130 for any subsequent permits issued to a household.
- The maximum number of resident permits issuable per place of abode is calculated by the number of vehicles registered to the property minus the number of off street spaces at the property.
- The maximum number of all-day resident visitor permits issuable per place of abode per year is 150, at a cost of £2 per permit. Each permit lasts all day and is specific to the registration number of a visitor's vehicle.
- The maximum number of two-hour resident visitor permits issuable per place of abode per year is 250, at a cost of £1 per permit. Each permit lasts for two hours is specific to the registration number of a visitor's vehicle.
- Permit types available within this scheme are residents, visitors, carers, childcare and operational. There are no business permits.

Following requests from businesses of Queens Road, it is also proposed to introduce free, time-limited parking bays as follows:

- On the eastern side of York Road, in front of 12-16 a parking bay approximately 21 metres long, 'Parking Mon-Sat 8am-6pm 2hrs No Return 2hrs'.
- On the western side of York Road, in front of St Martins and St James Court, revoke a 3 metre section of 'No Waiting Mon-Sat 8am-6pm' (single yellow line) from its northern end, and instead introduce 'Parking Mon-Sat 8am-6pm 30mins No Return 2hrs' for a total distance of 20 metres.

These parking bays will improve turnover of parking in the area to support businesses. The approximately four 30-minute parking spaces will provide maximum turnover of space for short term visitors, and are proposed following complaints that it is often hard to find a space in the existing general use bays on Queens Road, all of which are two hour maximum stay. By positioning these bays on York Road, interference with traffic flow (due to extra parking manoeuvres) on Queens Road will be avoided.

- In addition to the above, it is proposed to introduce 'No waiting at any time' (double yellow line) across the access to 16b York Road, in order to prevent unauthorised parking over the access, and
- To revoke the existing 'No Waiting Mon-Sat 8am-6pm' (single yellow line) on the eastern side of York Road, just south of the existing disabled parking bay, south and then east along Queens Road up to the existing loading bay and replace with 'No waiting at any time' (double yellow line). This is in order to simplify the traffic orders and enable removal of traffic signs (street clutter). Note, much of this restriction exists 'underneath' white zigzags marked at the controlled crossing, and therefore the on-site road markings will not change over that length.

It is also proposed to introduce a 30-minute time limit on the existing loading bay outside 95-97 Queens Road in order to improve turnover of the space and avoid vehicles waiting in the location for an unnecessarily long time. The restriction will become 'Parking Mon-Sat 8am-6pm Goods vehicles loading only Max stay 30min'.

St George's Avenue – F18

Introduce 'No waiting at any time' (double yellow line) on the northern side of St George's Avenue:

- From the end of the existing restrictions outside Ikona Court, west, for a distance of 18 metres, and
- From a point 15 metres east of the termination point described above, west, for a distance of 15 metres.

These proposals are made in order to improve sightlines, safety and access at the accesses for Broadlands.

Cobham

Redhill Road – refer to drawings E28, E29, E30, E31 and F32

Introduce 'No waiting at any time' (double yellow line) on both sides of the road from the junction with A245 Byfleet Road, south, to in line with the northern edge of the electricity substation. To improve sightlines and safety at the junction. This also has the benefit of moving the signs required for the below restriction further into the road giving space between them and the existing speed / give way / no through road signage and thereby making it easier for motorists to read.

Introduce 'No Waiting Every-day 9pm-9am Goods Vehicles Over 5 Tons' over the remaining length of Redhill Road, in order to prevent overnight anti-social parking by drivers of HGVs.

Boroughwide proposals

Change to definitions related to permit parking area

Correct wording in traffic orders to ensure that restrictions within permit holders only parking area apply to the entire highway, not simply the carriageway, to ensure that controls are not circumvented by people parking entirely off the carriageway (e.g. on the footway).

Annex 1 – Explanation of restriction types

No waiting at any time

This means that parking is not allowed at any time. This restriction is nearly always indicated by double yellow lines marked on the ground; no upright signing is required (or indeed permitted) in this case. The only exception to this would be a restriction that applied within a 'restricted parking zone', or 'pedestrian / pedestrian or cycle zone', wherein no road markings are needed but upright signage is required.

There are standard exemptions for loading and unloading, picking up and dropping off of passengers, and parking by blue badge holders for up to three hours (provided it's safe).

No waiting (at a time non-continuous throughout the year)

An example may be 'No waiting Monday – Friday 8am – 6pm'. These restrictions are the same as those above, with the same exemptions, the only difference is the times at which they operate. This restriction is usually indicated by a single yellow line marked on the road, which must be accompanied by upright signing. The only exemption to this would be within a controlled parking zone (see below).

No loading

A loading restriction is indicated through small yellow marks on the kerb at right angles to the road and repeated approximately every 3 metres. A single kerb blip means that loading is prohibited at specific times/days, a double kerb blip means loading is prohibited at any time.

Loading restrictions would always be in addition to waiting restrictions. Stopping to allow passengers to board and alight is allowed even where loading restrictions apply. There are no exemptions for blue badge holders.

'Loading / unloading' generally refers to items too large or bulky to be practicably moved very far, such as a refrigerator.

Controlled Parking Zone

This is simply an alternative way of signing waiting restrictions. In a controlled parking zone, the times at which the single yellow lines are in operation (i.e. when parking is prohibited), are displayed on zone entry signs (unless signed otherwise locally). The main benefit of a controlled parking zone is to reduce sign clutter within the zone. Any type of parking bays – signed and marked in the normal way - may or may not be provided within the zone.

Further information about [controlled parking zones is available on our website](#).

Restricted Parking Zone

This is where waiting restrictions (and loading restrictions if applicable) are indicated on zone entry signs, and on frequent upright repeater signs within the zone. There are no road markings to indicate the restriction. Any type of parking bays may be provided within the zone, which would need to be individually marked and signed.

Permit parking schemes

Permit parking may be provided as 'normal' marked parking bays with accompanying upright signing. These may or may not comprise part of a controlled parking zone or a restricted parking zone.

Permit parking areas are schemes where there are no road markings to indicate the parking controls, only signs which read, "Permit holders only past this point", at the entry points to the area. Repeater signs are provided within the area. Waiting restrictions (single or double yellow lines) can be included within a permit parking area.

Further information about [permit parking schemes](#) is available on our website.

Traffic signs and road markings

Further background information on common road markings and traffic signs may be found on the Department for Transport webpage [Know your traffic signs](#).

Annex 2 – Legal and policy information

Policy and Strategy

Our decisions around parking schemes are based on a number of policies and strategies.

Surrey Transport Plan

The [Surrey Transport Plan](#) is a statutory document that sets out our strategy to help people to meet their transport and travel needs effectively, reliably, safely and sustainably within Surrey, in order to promote economic vibrancy, protect and enhance the environment, improve the quality of life, and reduce carbon emissions.

Based on this vision there are four objectives for the Surrey Transport Plan:

- **Effective transport** - to facilitate end-to-end journeys for residents, business and visitors by maintaining the road network, delivering public transport services and, where appropriate, providing enhancements.
- **Reliable transport** - to improve the journey time reliability of travel in Surrey.
- **Safe transport** - to improve road safety and the security of the travelling public in Surrey.
- **Sustainable transport** - to provide an integrated transport system that protects the environment, keeps people healthy and provides for lower carbon transport choices.

There are 13 strategies that form the Surrey Transport Plan, one of which is the Parking Strategy.

Parking Strategy

The [Parking Strategy](#) is designed to help shape, manage and deliver the county council's vision for parking, "Provide parking where appropriate, control parking where necessary".

The objectives of the Parking Strategy are:

- Reduce congestion caused by parked vehicles
- Help enable greener and more sustainable travel choices
- Make best use of the parking space available
- Enforce parking regulations fairly and efficiently
- Provide appropriate parking where needed

To achieve these objectives and realise the vision for parking, work will be channelled through three main areas:

- Manage on street parking space to ensure optimum use through our parking review process.
- Operation of civil parking enforcement – fair and cost effective with greater use of technology to achieve compliance.
- Promotion of parking controls that can help improve sustainable and greener transport and communities. At the same time, the policies are intended to help achieve other objectives of the council, such as improving journey times, sustaining and enhancing the vitality of town centres and contributing to a reduction in carbon emissions.

Parking Reviews

We receive hundreds of requests for new parking restrictions within our boroughs and districts every year. We use the parking review process to efficiently prioritise requests and manage the implementation of those requests following prioritisation and approval. Engineers consider a number of factors when assessing those requests, including:

- road safety
- accessibility
- congestion
- the possibility of just displacing a problem, and
- how many people support the request.

Legislation

The list below provides the most relevant pieces of legislation to our work around parking restrictions and controls. It is not an exhaustive list.

- [Highways Act 1980](#) - this is the primary legislation that governs local authorities' powers and duties relating to the public highway.
- [Road Traffic Regulation Act 1984](#) – this is the legislation that provides the power for local authorities to regulate or restrict traffic on the public highway.
- [The Local Authorities' Traffic Orders \(Procedure\) \(England and Wales\) Regulations 1996](#) – this dictates the procedures which authorities must follow in order to lawfully make a traffic regulation order.
- [Traffic Management Act 2004](#) – this legislation provides powers and duties in relation to managing traffic on the public highway network, and provides the power for enforcement of a number of parking related contraventions.
- [The Traffic Signs Regulations and General Directions 2016](#) – this is a Statutory Instrument that provides instruction to authorities as to the road markings and traffic signs that may / must be installed on the public highway.

As defined by the Road Traffic Regulation Act 1984, the reasons for which authorities may introduce a traffic order for waiting, loading and stopping restrictions are:

1. Avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising.
2. Preventing damage to the road or to any building on or near the road.
3. Facilitating the passage on the road or any other road of any class of traffic (including pedestrians).
4. Preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property.
5. Preserving the character of the road in a case where it is especially suitable for use by persons on horseback or on foot.
6. Preserving or improving the amenities of the area through which the road runs.
7. Any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995, relating to air quality.

No such explicit list exists for the creation of parking controls, e.g. parking bays, permit schemes etc.

Annex 3 – General enquiries

This annex contains information about topics that are quite often raised by people when making comments in response to parking proposals, but are generally things that are not considered within a parking review, or not possible to consider at that time.

Speed limits, traffic calming, and speed enforcement

Speed limits are introduced by the county council provided Surrey Police agree with the limit proposed. Further information about speed limits can be found on our website at:

[Speed limits](#)

Speed limits and traffic calming measures are considered by our local area highway team, and you can raise queries regarding these subjects using the contact details below on the next page. The police are the only authority with powers to enforce speed limits.

Road safety and sustainable travel for schools

Surrey County Council provides a range of services to help schools on this matter, more information can be found at:

[Road safety and sustainable travel for schools](#)

Creation of additional parking space on verges or grassed areas

This is not something that is considered by the parking team or within a parking review. The council has essentially no funding to carry out this type of work at the current time, but any requests for these types of schemes would need to be considered by the local area highway team, who can be reached via the contact details on the next page. Note, it is not aligned to our policies around climate change to remove green space to provide additional parking for vehicles, and therefore officers would rarely recommend such action.

Requests for permit parking schemes

We can consider introducing permit parking schemes under appropriate circumstances. However, such significant changes can't be considered based on only one or two comments. Anyone wanting to find out more about permit parking should first look at our webpage which explains where, why, and how a scheme could be introduced, and how they work, at:

[Permit parking schemes](#)

Having read that information, any customers interested in pursuing the idea of permit parking further, should consider raising a parking scheme request form (petition), as explained online at:

[The parking review process](#)

Requests for additional parking controls

Due to the legal processes involved, we cannot generally consider further parking restrictions over and above those already 'advertised'. The best way to put forward any ideas for new parking controls is to raise them to be considered as part of the next parking review in the area. Information about parking reviews, including how and why we do them, and how to raise any further requests, is available on our website at:

[The parking review process](#)

Enforcement

Parking controls on street in Elmbridge are administered and enforced by Elmbridge Borough Council on our behalf. They also enforce their own public off street car parks. If you have any queries about this, you may reach them on:

- **Telephone:** 01372 474474 (Monday to Friday 8.45am - 4.30pm)
- [Online](#)

General enquiries

Any other enquiries regarding highways can be raised via the electronic forms on our website:

[Contact our roads and transport service](#)

Or using the contact details below:

- **Telephone:** 0300 200 1003 (9am to 5pm, Monday to Friday, excluding bank holidays. Emergencies only at all other times)
- **Email:** contactcentre@surreycc.gov.uk
- Textphone (via Text Relay): 18001 0300 200 1003
- **SMS:** 07860 053 465
- **Fax:** 020 8541 9575
- **Address:** Contact Centre, 1st Floor, Fairmount House, Bull Hill, Leatherhead, Surrey, KT22 7AH

Annex 4 – Objections to Traffic Orders

Any valid objections received during the stated objection period will be considered.

Objections will be accepted up to 3 days after the end of the objection period to allow for postal delays, provided they are dated and posted within the objection period. If an objection letter is undated or dated after the end of the objection period, it will not be accepted as a formal objection.

If objectors wish to write further or submit further evidence, they may do so provided that they:

- a. Write and object to the proposals during the objection period;
- b. In their correspondence clearly state that they will be submitting further representations and the type of representation that they will be submitting. If an objector requests permission to submit a letter and then produces a petition this will not be accepted.

If objectors wish to submit a petition, they may do so at any time during the objection period. If they wish to submit a petition outside the objection period, they must indicate in writing during the objection period and state that their petition will be submitted outside the objection period.

County Council officers may, if they consider it necessary, impose a further deadline by which additional representations or petitions must be sent to the County Council.

Objectors may withdraw their objections at any time by written instruction. However, once an objector has withdrawn the objection by written instruction that objection may not be revived at a later date.

All objectors must state the grounds for their objection for it to be accepted.

All objections, petitions and supporting evidence received in accordance with these guidelines will be treated as valid objections and will be considered by the relevant decision making individual, group or Committee.

Objections must refer directly to the advertised proposals. Comments about other highway issues, or wider issues, will not be considered. Please see [Annex 3 – General enquiries](#) for advice.